

AMENDMENTS TO THE CLAIMS:

Without prejudice, this listing of the claims replaces all prior versions and listings of the claims in the present application:

LISTING OF THE CLAIMS:

1-4. (Canceled).

5. (Currently Amended) A brake system for a motor vehicle, comprising:

a device for reducing a yawing moment on a front axle of the vehicle;

at least one of a device for measuring a slip and a device for measuring a load on a rear axle or on two running wheels of the rear axle of the vehicle arranged on sides opposite one another; and

a control device for influencing brake pressure on the front wheels which limits the brake pressure on the front wheels depending on at least one of a measured slip and of a measured load on the rear axle or on the running wheels of the rear axle, wherein the control device is operable to determine a maximum value for a difference of the brake pressures on the front wheels by multiplying [[a]] the difference of the brake pressures on the front wheels by a value which is smaller than 1.

6. (Previously Presented) The brake system of claim 5, wherein the motor vehicle is a utility vehicle.

7. (Currently Amended) A method for reducing a yawing moment on a front axle of a motor vehicle, the method comprising:

measuring at least one of a slip and a load on a rear axle or on two running wheels of the rear axle of the vehicle arranged on sides opposite one another;

influencing brake pressure on front wheels of the vehicle which limits the brake pressure on the front wheels depending on at least one of a measured slip and of a measured load on the rear axle or on the running wheels of the rear axle; and

determining a maximum value for a difference of the brake pressures on the front wheels by multiplying [[a]] the difference of the brake pressures on the front wheels by a value which is smaller than 1.

8. (Previously Presented) The method of claim 7, wherein the motor vehicle is a utility vehicle.

9. (New) The brake system of claim 5, further comprising:

a measuring device for measuring at least one of the brake pressure on each of the front wheels and the difference of the brake pressures on the front wheels.

10. (New) The brake system of claim 5, wherein the control device determines a higher maximum value for the difference of the brake pressures on the front wheels based on a higher measured load.

11. (New) The brake system of claim 5, wherein the control device determines a lower maximum value for the difference of the brake pressures on the front wheels based on a lower measured load.

12. (New) The brake system of claim 5, wherein the control device determines the maximum value for the difference of the brake pressures on the front wheels by interpolation based on both of the measured slip and the measured load.

13. (New) The brake system of claim 5, wherein maximum permissible values for the difference of the brake pressures on the front wheels are stored in a table by interpolation.

14. (New) The brake system of claim 5, wherein the at least one of the device for measuring the slip and the device for measuring the load is configured to measure at least one of the slip and the load at standardized time intervals based on a driving situation.

15. (New) The brake system of claim 5, further comprising:

a measuring device for measuring at least one of the brake pressure on each of the front wheels and the difference of the brake pressures on the front wheels;

wherein the control device determines the maximum value for the difference of the brake pressures on the front wheels by interpolation based on both of the measured slip and the measured load,

wherein maximum permissible values for the difference of the brake pressures on the front wheels are stored in a table by interpolation, and

wherein the at least one of the device for measuring the slip and the device for measuring the load is configured to measure at least one of the slip and the load at standardized time intervals based on a driving situation.

16. (New) The brake system of claim 15, wherein the control device determines a higher maximum value for the difference of the brake pressures on the front wheels based on a higher measured load.

17. (New) The brake system of claim 15, wherein the control device determines a lower maximum value for the difference of the brake pressures on the front wheels based on a lower measured load.

18. (New) The method of claim 7, further comprising:

measuring at least one of the brake pressure on each of the front wheels and the difference of the brake pressures on the front wheels.

19. (New) The method of claim 7, wherein a higher maximum value for the difference of the brake pressures on the front wheels is determined based on a higher measured load.

20. (New) The method of claim 7, wherein a lower maximum value for the difference of the brake pressures on the front wheels is determined based on a lower measured load.

21. (New) The method of claim 7, wherein the maximum value for the difference of the brake pressures on the front wheels is determined by interpolation based on both of the measured slip and the measured load.

22. (New) The method of claim 7, further comprising:

storing maximum permissible values for the difference of the brake pressures on the front wheels in a table by interpolation.

23. (New) The method of claim 7, wherein the measuring of the at least one of the slip and the load is performed at standardized time intervals based on a driving situation.

24. (New) The method of claim 7, further comprising:

measuring at least one of the brake pressure on each of the front wheels and the difference of the brake pressures on the front wheels; and

storing maximum permissible values for the difference of the brake pressures on the front wheels in a table by interpolation;

wherein the maximum value for the difference of the brake pressures on the front wheels is determined by interpolation based on both of the measured slip and the measured load, and

wherein the measuring of the at least one of the slip and the load is performed at standardized time intervals based on a driving situation.

25. (New) The method of claim 24, wherein a higher maximum value for the difference of the brake pressures on the front wheels is determined based on a higher measured load.

26. (New) The method of claim 24, wherein a lower maximum value for the difference of the brake pressures on the front wheels is determined based on a lower measured load.